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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 5 May, 1963

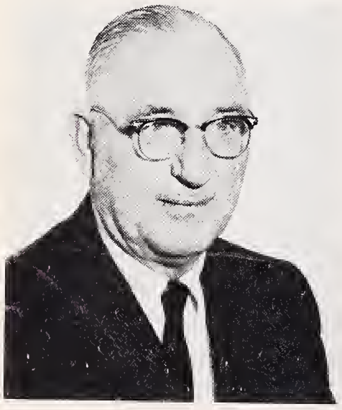
NATIONAL HIGHWAY WEEK -- MAY 26-JUNE 1

Governor's Statement—"Since Montana's vast highway system is an integral factor in the economic and social development of our state, and provides for the exchange of goods and ideas with the entire nation, it is proper that we give credit to those, who, over the years, have had the foresight and determination to plan and develop our highway system.

When the thirteenth Legislative Assembly created the Montana Highway Commission fifty years ago, autos were just beginning to make an impact on the society of Montana, and even the most farsighted of our citizens of that day, I'm sure, would be astounded at the role that highways and auto transport have played in the development as a state and nation.

In joining the other 49 states in the recognition of National Highway Week from May 26 to June 1, I sincerely hope that all Montanans will join me in paying tribute to the good men and women, both of the present and past, who have played a part in the building of our state's 10,000 miles of highway. They have served us well and have laid the foundation for greater achievements in future highway transportation.

Montana's Golden Year of Highways will be a memorable one, and I urge all my fellow citizens to take cognizance of the increases in our standard of living that has been made possible by highway transportation, and join in the observance of Highway Week."



Statement by Sorrells—"In the fifty years since the first Montana Highway Commission was authorized, many fine men have served as members. The people of Montana should be proud of their accomplishments as the highway construction and maintenance programs have grown from a small beginning to one of the largest and most important industries in the state.

I would like to pay tribute to all former highway commissioners, as they were all dedicated to providing us with better highways. They were selected from all walks of life, and most of them had to make business and personal sacrifices to carry out their duties on the Highway Commission. Their monetary compensation being limited to expenses and per diem, the reward of their labors has been the development of a state-wide network of highways.

All commissioners have been beset with problems and probably always will be. Limitations of funds, route selections, priorities and many others have historically plagued each commission.

When looked at in retrospect, however, the accomplishing of 50 years are many, and with 1963 looming as the biggest year yet in Montana highway construction, I am both proud and humble to serve as the chairman of this commission."

(Continued on page 4)

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION

Roy L. Sorrells — Chairman
S. N. Halvorson — Vice-Chairman
J. M. Nass — Member
George M. Gosman — Member
Ted James — Member
John D. Wheeler — Secretary

STATE HIGHWAY DEPARTMENT

Fred Quinnell, Jr. — State Highway Engineer

EDITORIAL STAFF

George T. Sime — Editor
Ernest A. Neath — Associate Editor
Chet Dreher — Photographer
Kenneth L. Martello — Artist

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THANK YOU!

John Knachel wishes to thank every one in the Highway Department who so generously donated to the United States of America band fund.

FIRST AID TRAINING PAYS OFF

On April 21, in the Congregational church in Glendive, a Mr. E. S. Kaskell suffered a heart attack while worshiping in the pastorate of Rev. Kenneth G. Biel.

Also in the congregation was Montana Highway Department employee, Eugene Vest. Having completed a standard first-aid course conducted by the Highway Department, Vest quickly sized up the situation and calmly applied mouth-to-mouth respiration procedure to Mr. Kaskell. In the hospital later, the victim responded to treatment, and was obviously saved from death by the quick action of Vest.

In a letter to Vest, Fred Quinnell, Jr., State Highway Engineer said, "I wish to commend you on your quick thinking and cool actions in rendering mouth-to-mouth respiration . . ." Please accept this as my congratulations for your actions. We are glad to know that our first-aid training pays off."

AWARD SHEET
Letting of April 24, 1963

Project No.	Amount	Bidder	Address
I 15-6(6)311 & I 15-7(4)312 Pershing South & Brady North & South (Signing) Teton & Pondera Counties	$ 15,186.25	Tschache Bros.	Bozeman, Mont.
I 15-8(11)383 U1 Pondera Co. Line-Canadian Line at Sweetgrass (Road & Bridge) Toole County	$1,136,043.93	Nilson-Smith Const. Co.	Great Falls, Mont.
ROW F-FG 68(8) Anaconda-East (Fencing) Deer Lodge County	$ 6,411.71	Skinner Enterprises	Helena, Mont.
I-IG 90-6(10)282 U1 Logan to Manhattan (Road & Bridges) Gallatin County	$1,244,468.61	Zook Bros. Const. Co.	Great Falls, Mont.
I-IG 90-6(10)282 U2 Logan to Manhattan (Fencing) Gallatin County	$ 30,287.25	R. J. Sundling & Son, Inc.	Livingston, Mont.
I 90-7(11) & I 90-8(18)388 Reedpoint-West & Reedpoint-East (Signing) Sweetgrass & Stillwater Cos.	$ 16,936.62	Tschache Bros.	Bozeman, Mont.
F 176 (7) Augusta-Sun River (Road) Cascade County	$ 351,487.89	Zook Bros. Const. Co.	Great Falls, Mont.
F 26(6) U2, F 103(10) U2, F 333(27) U3, F 333(28) U2 & S 49 (7) U2 Various Roads (Seal) Fergus & Meagher Counties	$ 61,960.20	R. J. Studer & Sons Co.	Billings, Mont.
I 15-1(11)37 U4, I-IG-ING 15-4 (4) 182 U5, I 15-4(5)185 U3, I IG 90-7(9)327 U5, F 42(1) U3, F 185(6) U2, F 214(3) U2, S 6(4) U2, S 291(6) U2 & S 330(1) U2 Var. Roads (Seal) Beaverhead, Lewis & Clark, Park, Broadwater, Powell and Jefferson Counties.	$ 161,868.00	R. J. Studer & Sons Co.	Billings, Mont.
I 15-5(13)239 U4, S 13(5) U2, S 82(1) U2, S 290 (13) U2 & S 301(8) U2 Various Roads (Seal) Cascade, Hill, Teton & Chouteau Counties	$ 84,996.50	R. J. Studer & Sons Co.	Billings, Mont.
I 94-3(3)114 U4, I 94-4(6)136 U3, I 94-4(8)120 U4, I 94-4(9) 119 U3, F 86(20) U2, F 156(10) U2, F 156(11) U3, S 136(2) U2, & S 260(3) U2. Various Roads (Seal) Rosehud, Custer, Carbon & Bighorn Counties	$ 124,000.00	R. J. Studer & Sons Co.	Billings, Mont.
I 94-7(4)233 U3, F 84(30) U2, S 73(4) U2 & S 239(2) U2 Various Roads (Seal) Wihaux, Roosevelt, Sheridan & Valley Counties	$ 107,288.00	R. J. Studer & Sons Co.,	Billings, Mont.
S 124(4) Utica-Hobson (Road) Judith Basin County	$ 283,918.42	Francis M. Tindall	Lewistown, Mont.
SMP 3499-63 Var. Roads (Crush & Stkpile) Park, Sweetgrass & Gallatin Cos.	$ 96,300.00	R. J. Sundling & Son, Inc.	Livingston, Mont.

Project No.			Letting of April 23, 1963
SMP 206-0701-02-01 Job Number 6302 Air Cond. of Shop & Office Bldgs. at Great Falls Cascade County	$ 19,788.00	A. T. Klemens & Son	Great Falls, Mont.

Total for Month—$ 3,740,941.39
Total for Year —$17,164,779.58

HIGHWAY COMMISSION 50 YEARS OLD

This year marks the Golden Anniversary of the Montana Highway Commission. The first three-man commission established by the Thirteenth Legislative Assembly on March 13, 1913, met on April 4th of that year to organize and to determine how they could best plan and coordinate a state-wide road system for the ever-increasing numbers of cars.

The first members of the Montana Highway Commission were L. D. Conkling, professor of Civil Engineering at Montana State College; G. R. Metlen, and A. W. Mahan, Commissioners appointed by Governor Samuel V. Stewart. The attorney general was to serve as an ex-officio member of the Commission.

The Commission was directed "to give such advice, assistance, and supervision with regard to road construction, improvement, and maintenance to the state as time and conditions would permit."

They were also to classify the roads into two classes — Primary and Secondary, with the Primary roads receiving priority in construction.

All roads to be built under the new law were to be called 'State Roads', and standards were set for the roads and bridges to come under the new program.

Standards apparently differed for different locations in the state, and were devised to match the type of materials to be found in the different areas.

Boards of County Commissioners were empowered to make surveys, establish grades, prepare plans and specifications in accordance to the rules and regulations adopted by the Commission. The Commission could change the proposals or adopt them as submitted by the counties, and when approved, the county commissioners would award contracts for the construction. If the estimate exceeded $1,000 the bids were to be sealed.

Each county was directed to make a report to the Highway Commission on or before December 30 each year as to how much money had been expended on State roads and on county roads. The Commission would then compile the report and submit it to the State Auditor for pro-ration of the funds available.

The funds were to be derived from a $2 vehicle registration fee on all vehicles in the state, but the Attorney General ruled the fee unconstitutional, so the Commission had their appropriation of $5,000 to operate on for the biennium.

Eight teams of horses were purchased, and by the use of convict labor four miles of road in Park County, 12 miles in Sanders County, and 27 miles of road in Flathead were built.

Such was the beginning of the Montana Highway Commission fifty years ago.

MONTANA HIGHWAY USERS ELECT

Ray Reavely, of Great Falls has been elected president of the Montana Highway Users Conference. Ray is in the insurance business and is also associated with the Montana Automotive Wholesalers.

Retaining his post as Vice-Chairman is John McLaughlin. Norm Hanson of Billings regional manager of Northland Greyhound Lines is Secretary and Jim Patten of Billings of the Northern Rocky Mountain Oil and Gas Association is the new Treasurer.

The Highway Users Conference is a national organization, with affiliated state organizations made up of representatives of civic groups, bus and truck groups, agricultural organizations, dealers of autos, gas and petroleum, parts and accessories.

The National Highway Users Conference is dedicated in the advancement of highway transportation in the public interest.

One of the events of the 1963 Highway Week will be a joint dinner meeting with the Montana Highway Users and the Montana Highway Commission.

TWO DEDICATIONS PLANNED

Dedications marking the completion of two bridges are on the agenda for the early summer. One is in Yellowstone Park at Tower Falls, and while not in Montana, it will be a welcome addition to Highway 212, which enters the Park from Montana. The date has been set for June 2, and members of the Montana and Wyoming Highway Commissions have been invited to take part in the celebration. Ralph Thomas of Red Lodge is chairman of this event.

The other dedication is being planned for July 4 when all of Choteau County will gather in Fort Benton to celebrate the opening of the new bridge across the Missouri.

A parade, a barbeque in Fort Benton's beautiful park along the river, with band music, speeches, and a ribbon cutting will signify the replacement of one of the oldest major bridges in Montana. The old bridge was built in 1888, and due to its age and inability to carry today's traffic, a load limit and speed limit have reduced its effectiveness.

The new bridge, together with the new road to Geraldine will mean a great deal to Fort Benton and Choteau County.

Marion Smith, the very capable Mayor of Fort Benton, is chairman of the dedication.

NATIONAL HIGHWAY WEEK (Continued from page 1)

Statement by Quinnell—"During the fifty years since the inception of the Montana Highway Commission, the social and economic changes that have taken place in Montana are staggering.

At that time, highway engineering was a young science, and bridges and highways were constructed mainly for horse drawn vehicles, and not too much thought was given to maintenance except to repair bridges and washouts.

It soon became evident that with the increasing numbers of cars, more attention must be paid to the road surface itself, and as people could travel further, counties must coordinate their routes to join at county lines.

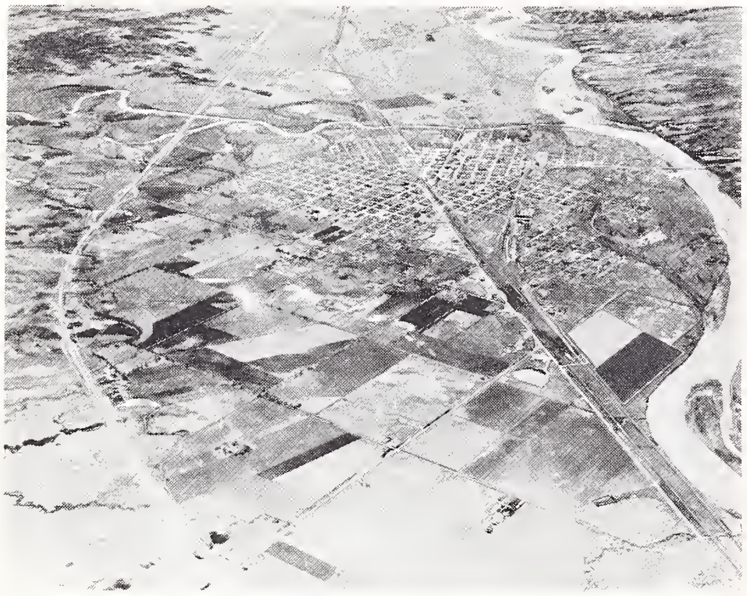
As the automotive engineer put his technology into practice, more ingenuity on the part of highway engineers was called for. Cars became faster, heavier and trucks hauled increasingly heavy loads.

The field of Highway Engineering now has become a highly specialized field, utilizing many techniques and sciences in related fields.

The Highway Engineer is at all times endeavoring to provide the safest, most economical road possible, that will serve the people consistent with the funds available.

It would be interesting to witness the next 50 years of continued growth of our highways."

PORTRAIT OF MILES CITY



This aerial photo of Miles City shows a portion of the longest continual section of Interstate Highway in Montana. The newly completed road commences about 10 miles east of Miles City on Interstate 94 and extends to about 2 miles west of the town of Hathaway, a distance of 33 miles.

The new highway serves Miles City with 3 interchanges, all shown in the photo, at the bottom left, the East Miles City Interchange gives service to U. S. 12 and the developments east of town. In the middle is the Haynes Avenue Interchange, that gives access to U. S. 312 and the south part of Miles City, and at the top left of the photo the Fort Keogh Interchange serves traffic on U. S. 10 and the east edge of town. Montana 22 to Jordan crosses the bridge across the Yellowstone at the right center of the photo.

HIGHWAY DEPARTMENT URGES UNIFORM SIGNING

In order to promote more wide-spread adoption of uniform signs and traffic signals, Montana recently joined the other 49 states in adopting uniform standards in signs and signals. Many drivers become confused as they travel from state to state at the variance in size, color and terminology of signs.

Now that all states are committed to this uniform system, much less confusion should result on main highways.

There is, however, a great variety of signs on county roads and city streets, with some signs not in plain sight, with local terminology, and in some instances not strictly in accordance with the law.

In order to acquaint cities and county officials with the new code, and to advise them as to how to bring their signs up to standard, the Montana Highway Department will conduct a series of meetings around Montana, in each of the Division Headquarter cities and cordially invite the officials to these meetings. (Continued on page 9)

MAP INDEX NUMBER	PROJECTS	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATIC
	FEDERAL AID PRIMARY PROJECTS		
101	F 191 (19) U1	9- 1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 93 - South of Kalispell).
102	F 207 (8)	9-30-63	0.2 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - In Butte).
	F 279 (4)	9-30-63	0.5 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - Bypass - In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment. (U.S. 10A - Idaho Line East).
104	F 193 (12)	9-30-63	11.6 miles grading , drainege, aggregate surfacing, and plant mix bituminous surfacing. (Montana 16 - Medicine Lake North).
105	F 157 (16) U1	6-30-63	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles Gity).
106	F-FG 68 (12) U1	9- 1-64	2.7 mile (four lane divided) grade, drain, aggregate surface, plant mix bituminous surface.Sign and delineation.(US10A-E.of Anaconda).
	F-FG 68 (12) U2	10-31-63	Four prestressed concrete beam bridges, dual 70 foot - Glark Fork and dual 148 foot - NP RY.. (U.S. 10A - East of Anaconda).
	ROW F-FG 68 (8)	10- 1-63	2.7 miles fencing. (U.S. 10A - East of Anaconda).
	F 134 (6)	9-30-64	0.7 mile grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 212 - Laurel South).
108	F 67 (9)	10- 1-63	1.6 miles grade, drain, aggregate surface, stabilized base surface, plant mix bituminous, seal coat oil.(US 91 - Main Street in Gonrad).
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling. (U.S. 87 - Northeast of Great Falls).
110	U F 296 (15) U1	10- 1-63	4.2 miles (0.8 mile four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 3 - Billings Northwest).
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage and surfacing. (U.S. 2 - East of West Glacier).
112	F 26 (7)	4-30-63	1.6 miles seeding and mulching. (U.S. 87 - Grass Range North).
	F 103 (11)	4-30-63	7.6 miles seeding and mulching. (U.S. 191 - Roy East).
	F 333 (30)	4-30-63	21.5 miles seeding and mulching. (Montana 19 - Grass Range Junction North).
	F 333 (32)	4-30-63	3.9 miles seeding and mulching. (U.S. 191 - Roy Junction North).
	F 26 (6) U2	8-30-63	1.6 miles seal coating. (U.S. 87 - Grass Range North).
	F103 (10) U2	8-30-63	7.6 miles seal coating. (U.S. 191 - Roy East).
	F 333 (27) U3	8-30-63	9.7 miles seal coating. (Montana 19 - Grass Range Junction North).
	F 333 (28) U2	8-30-63	3.9 miles seal coating. (U.S. 191 - Roy Junction North).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191 - North of West Yellowstone).
114	FHP 32 1 (1) *	1963	26.9 miles plant mix bituminous surfacing. (U.S. 89 - South of Neihart).
115	U FG 228 (16)	11-30-63	1.5 mile grade, drain, cement stabilized base, aggregate surface, concrete pavement, plant mix bituminous, seal coat oil. 1 concrete underpass - NP RR. (U.S. 10 - In Billings).
116	F 238 (8) U1	6-30-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F 238 (8) U2	6-30-63	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
117	ROW F 28 (3)	6-30-63	5.8 miles fencing. (U.S. 87 - South of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 87 - South of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile (0.1 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous surface. (U.S. 87 - Bypass - Great Falls No).
	U FG 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement. Two concrete underpasses - GN RY. and Smelter Avenue. (U.S. 87 - Bypass - Great Falls North).
119	F 235 (25)	10-15-63	7.5 mile grade, drain, aggregate surface, plant mix bituminous surface. One 81 foot prestressed concrete beam bridge - Otter Greek. (U.S. 87 - West of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87 - West of Stanford).
120	F 114 (5)	9- 1-64	2.4 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U2	6-30-63	One 173 foot prestressed concrete beam overpass - NP RY. (U.S. 10A - Northwest of Missoula).
	F FG 219 (16) U1	10-30-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 10A - Northwest of Missoula).
122	U 112 (3), U 229 (15) & U 235 (32)	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 30 foot concrete slab bridge - Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20) U1	9-1 -63	7.3 miles (2.5 miles grade and drain) aggregate surface, plant mix bituminous and seal coat oiling. (U.S. 93 - North of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding and mulching. (U.S. 93 - North of Polson).
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surface, plant mix bituminous and seal coat oiling. (U.S. 2 - West to East of West Glacier).
125	F 13 (6) U2	7-30-63	4.0 miles seal and cover oiling. (U.S. 89 - Livingston South).
126	FHP 43-1 (1) *	1963	5.8 miles grading, drainage, aggregate surfacing and bituminous surface treatment. (U.S. 89 - North of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding and mulching. (U.S. 10 - North of Deer Lodge).
128	F 43 (15) U2	7-30-63	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).
	F 43 (18)	4-30-63	1.9 miles seeding and mulching. (Montana 43 - West and East of Ralston).
129	F 217 (12) U2 & F 217 (13)U2	7-30-63	24.0 miles seal and cover oiling. (U.S. 89 - South to North of Emigrant).
130	F FG 215 (7)	6-30-63	0.3 mile four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - CMSTP&P RR, and Glark Fork. (U.S. 93 - In Missoula).
131	F 185 (7)	4-30-63	0.3 mile seeding and mulching. (U.S. 10 - West of Livingston).
	F 185 (6) U2	9-15-63	0.3 mile seal coating. (U.S. 10 - West of Livingston).
132	F 217 (15)	4-30-63	2.7 miles seeding and mulching. (U.S. 89 - North of Gardiner).
133	F 153 (8)	10- 1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 2 - East of Dodson).
134	F 176 (7)	7-30-64	5.3 miles grading, drainage, aggregate and plant mix bituminous surface. (Montana 20 - East os Simms).
135	F 42 (1) U3	9-15-63	9.2 miles seal coating. (Montana 43 - Wisdom West).
136	F 214 (3) U2	9-15-63	1.0 mile seal coating. (U.S. 12 - In Helena).
137	U 257 (14) U2	6-30-63	Traffic signals, signs and highway lighting on Idaho Street. (U.S. 2 - In Kalispell).
138	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing and plant mix surfacing. (U.S. 89 - Northwest of Browning).
	FHP 13-3 (1) *	1963	4.1 mile grade, drain and base. One 60 foot reinforced concrete bridge-Bear Cr. One 26 Ft. concrete slab bridge-Devil Cr.(US2-SW-E.Glacier).
	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - South of Belfry).
	F 86 (20) U2	8-30-63	0.8 mile seal coating. (U.S. 312 - Miles Gity South).
142	F 315 (16) U1	9-30-63	11.4 miles grading, drainage and aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
	F 315 (16) U2	10-30-63	One 133 foot prestressed concrete beam bridge - Nelson Creek. (Montana 24 - Southeast of Fort Peck).
143	F 156 (10) U2	8-30-63	2.6 miles seal coating. (U.S. 312 - South of Miles Gity).
	F 156 (11) U3	8-30-63	10.6 miles seal coating. (U.S. 312 - South of Miles Gity).
144	F 84 (30)	9-15-63	10.9 miles seal coating. (U.S. 2 - Bainville East).
	FEDERAL AID SECONDARY PROJECTS		
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River. (Southwest of Garland).
202	S 131 (3) U1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady).
203	S 236 (8)	6-30-64	1.2 miles grading, drainage, and aggregate surfacing. One 562 foot riveted plate girder bridge. (North of U.S. 10 & Montana 47).
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (East Helena, Southerly).
	S 412 (3)	9- 1-63	3.7 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East Helena, Southerly).
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Wyoming Line North - South of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (Southwest of Billings).
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (South of Troy).
208	S 264 (3)	6-30-63	5.3 miles grading, drainage and aggregate surfacing. (Northeast of Van Norman).
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage and base. Raising of three timber bridges - Lolo Greek. (U.S. 12 - Lolo to Idaho State Line).
210	S 325 (1) U1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing. (Northwest of West Yellowstone).
212	S 290 (12)	7-31-63	1.7 mile grade, drain, aggregate surface, plant mix bituminous, seal coat oil. One 708 ft. riveted plate girder bridge-Missouri River. (Fort Benton Southeast).
213	S 266 (4)	10- 1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Browning).
	ROW S 266 (2)	6-30-63	10.5 miles fencing. (North of Browning).
214	S 65 (6)	10- 1-63	4.9 miles grading and drainage. One 245 foot prestressed concrete beam bridge - Swan River. (South of Big Fork East).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (West of Wilsall).
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling. (West of Wilsall).
216	S 159 (4)	9- 1-63	7.5 miles (partial grading) drainage, aggregage surfacing, and plant mix bituminous surfacing. (Dodson South).
217	S 304 (8)	9-30-63	7.4 miles (0.8 mile grading) aggregate and plant mix bituminous surfacing. (Galen Southwest).
218	S 316 (7)	9-30-63	0.4 mile grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter. (In Cut Bank).
219	S 85(00)U1 & S 85(3)U1	7-31-64	12.0 miles grading, drainage and aggregate surfacing. (Armstead West).
	S 85(00)U2 & S 85(3)U2	11-31-63	Three prestressed concrete beam bridges. One 92 foot and 71 foot-Horse Prairie Cr. One 71 foot-Medicine Lodge Gre. (Armstead West).
220	S 28 (7) & S 28 (8)	7-15-64	8.8 miles grading, drainage, and aggregate surfacing. (McLeod Southwesterly).
221	S 129 (8)	11-15-63	7.0 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Rapelje South).
222	S 259 (2)	7-15-63	9.0 mi. grade, drain, aggregate surface, plant mix bituminous, seal coat oil.One 38 ft. treated timber trestle bridge-Sand Cr.(NE-Forsyth).
223	S 290 (16) & S 307 (12)	10-15-63	4.9 miles grade, drain, aggregate surface and plant mix bituminous surface. Widen three timber bridges. (North of Geraldine South).
224	S 2 (15) U1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Helena).
225	S 68 (5) U1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Hilger).
226	S 213 (4)	9-30-63	0.9 mile grading, drainage, aggregate surfacing and plant mix bituminous and seal coat oiling. (East of Butte).
227	S 326 (4)	10-15-63	5.1 miles grading, drainage and aggregate surface. One 102 foot prestressed concrete beam bridge-Otter Cr. (East of Ashland South).
228	S 361 (12)	10-15-63	6.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Girard West to East).
229	S 49 (7) U2	8-30-63	9.0 miles seal coating. (White Sulphur Springs Northwest).
230	S 12 (9)	6-30-63	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlem North).
231	S 6 (4) U2	9-15-63	7.0 miles seal coating. (North of Townsend).
232	S 339 (9) U1	6-30-63	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Ghester).
233	S 291 (6) U2	9-15-63	5.4 miles seal coating. (North of Avon).
234	S 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).
235	S 9 (9) U2	7-30-63	8.5 miles seal and cover oiling. (Southeast of Boulder).
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Whitefish North).
237	S 330 (1) U2	9-15-63	2.5 miles seal coating. (East Helena Southwest).
238	S 66 (2) U2	7-30-63	1.2 miles seal and cover oiling. (Emigrant Southeast).
239	S 273 (3) U2	7-30-63	0.8 mile seal and cover oiling. (Northeast of Emigrant).
240	S 13 (5) U2	9-15-63	5.3 miles seal coating. (Rudyard North).
241	S 82 (1) U2	9-15-63	5.9 miles seal coating. (Ghoteau North).
	S 290 (13) U2	9-15-63	9.5 miles seal coating. (North of Geraldine).
	S 301 (8) U2	9-15-63	5.0 miles seal coating. (North of Havre).
	S 136 (2) U2	8-30-63	10.6 miles seal coating. (Belfry South).
245	S 260 (3) U2	8-30-63	11.4 miles seal coating. (Lodge Grass Southwest).
246	S 73 (4) U2	8-30-63	8.4 miles seal coating. (East of Reserve).
247	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing. (North of Galata).
248	S 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Culbertson).
249	S 239 (2) U2	8-30-63	13.4 miles seal coating. (Nashua North)..
250	S 121 (4)	11-15-63	11.6 miles (1.0 grade and drain) aggregate and plant mix bituminous surfacing. (Utica to Hobson).
	OFF-SYSTEM PROJECTS		
301	FHP 2 A2, B2, 12 A2 *	1963	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).
303	R AD 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).
304	FHP 59-2(1)&FL 59(1),(2) *	1963	8.7 miles grading, drainage, aggregate and plant mix bituminous surfacing. (South of Red Lodge).

* Bureau of Public Roads Projects

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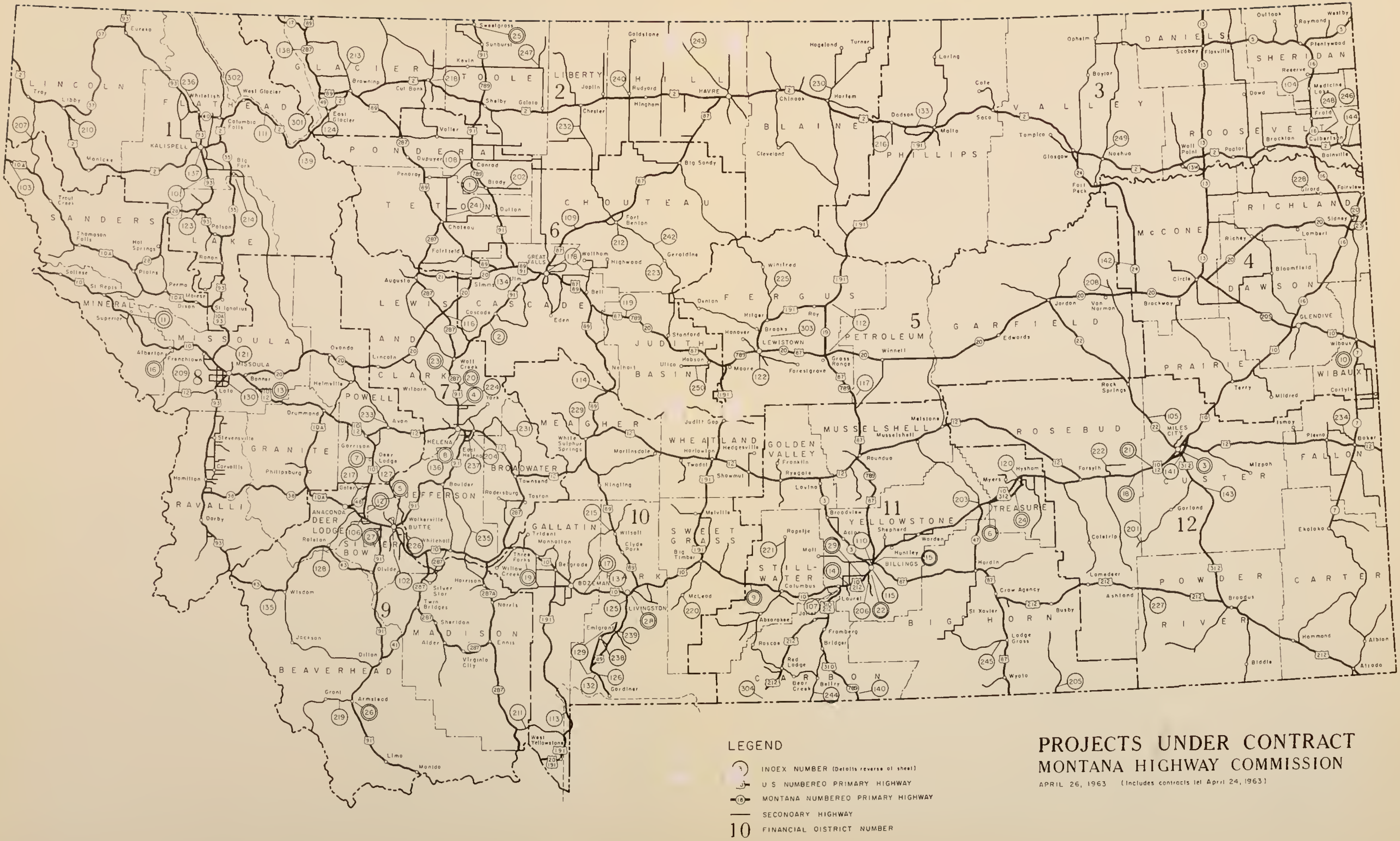

LEGEND
INDEX NUMBER (Details reverse of sheet)
U S NUMBERED PRIMARY HIGHWAY
MONTANA NUMBERED PRIMARY HIGHWAY
SECONDARY HIGHWAY
10 FINANCIAL DISTRICT NUMBER
LINCOLN
FLATHEAD
GLACIER
TOOLE
LIBERTY
HILL
BLAINE
PHILLIPS
VALLEY
DANIELS
SHERIDAN
ROOSEVELT
SANDERS
LAKE
PONDERA
TETON
CHOUTEAU
MINERAL
MISSOULA
LEWIS AND CLARK
CASCADE
JUDITH BASIN
FERGUS
PETROLEUM
GARFIELD
McCONE
RICHLAND
DAWSON
PRAIRIE
WIBAUX
POWELL
GRANITE
MEAGHER
WHEATLAND
GOLDEN VALLEY
MUSSELSHELL
ROSEBUD
CUSTER
FALLON
RAVALLI
DEER LODGE
SILVER BOW
JEFFERSON
BROADWATER
GALLATIN
PARK
SWEET GRASS
STILLWATER
YELLOWSTONE
TREASURE
BIG HORN
CARBON
POWDER RIVER
CARTER
BEAVERHEAD
MADISON
KALISPELL
MISSOULA
GREAT FALLS
HELENA
BUTTE
ANACONDA
BOZEMAN
LIVINGSTON
BILLINGS
LEWISTOWN
HAVRE
GLENDIVE
MILES CITY
1
2
3
4
5
6
7
8
9
10
11
12

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

APRIL 26, 1963 (Includes contracts let April 24, 1963)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETI DATE	LENGTH, TYPE OF CONS N AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-6 (5) 311 U1 & I 15-7 (3) 312 U1	7- 1-64	11.6 miles grade, drain, aggregate surface and plant mix bituminous surfacing. (U.S. 91 - Brady South to North).
	I 15-6 (5) 312 U2	9-30-63	1.0 mile fencing. (U.S. 91 - Brady South to North).
	I 15-7 (3) 312 U3	9-30-63	10.6 miles fencing. (U.S. 91 - Brady South to North).
	I 15-7 (3) 312 U2	9-30-63	Two prestressed concrete bridges. One 183 foot Brady Interchange and one 153 foot County Road Separation. (U.S. 91 - Brady South to North)
	I 15-6 (6) 311 & I 15-7 (4) 312	7- 1-64	11.6 miles signing and delineation. (U.S. 91 - Brady South to North).
2	I 15-5 (13) 239 U1	6-30-63	9.7 mile grade, drain, aggregate surface, plant mix bituminous,seal coat oil.Same Construction-Frontage Road.(US91-So. to No. of Ca[illegible]).
	I 15-5 (13) 239 U3	6-30-63	9.7 miles fencing. (U.S. 91 - South to North of Cascade).
	I 15-5 (17) 239 U4	6-30-63	9.7 miles signing and delineation. (U.S. 91 - South to North of Cascade).
	I 15-5 (18) 239	4-30-63	9.7 miles seeding and mulching. (U.S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U4	8-30-63	9.7 miles seal coating. (U.S. 91 - South to North of Cascade).
3	I 94-4 (10) 127	6-30-63	20.9 miles signing and delineation. (U.S. 10 - West to East of Miles City).
	I 94-4 (6) 136 U3	9-15-63	11.6 miles seal coating. (U.S. 10 - West to East of Miles City).
4	I 15-4 (6) 186 U1	10-30-63	8.2 miles four-lane divided, grade, drain, aggregate surfacing, plant mix bituminous and seal coat oil. Frontage roads. (U.S. 91 - Helena North). Weigh Station.
	I 15-4 (6) 186 U4	10-30-63	8.2 miles fencing and cattle guards. (U.S. 91 - Helena North).
	I 15-4 (15) 186	11-30-63	8.2 miles signing. (U.S. 91 - Helena North).
5	I 15-2 (14) 127 U1	9-30-63	2.7 miles four lane divided, grade, drain, aggregate surface, concrete paving, plant mix bituminous, seal coat oil.(US 91 in Butte).
	I 15-2 (14) 127 U2	9-30-63	2.7 miles fencing. (U.S. 91 - in Butte).
	I-IG 15-2 (17) 130 U1	9-30-63	1.5 miles grade, four lane divided, drain, aggregate surface, plant mix bituminous, seal coat oiling. (U.S. 91 - Butte East).
	I-IG 15-2 (17) 130 U2	6-30-63	Three steel girder bridges, one 260 foot Upper Nine Mile separation. Dual 193 foot East Butte Interchange. (U.S. 91 - Butte East).
	I-IG 15-2 (17) 130 U3	11-30-63	1.5 miles fencing. (U.S. 91 - Butte East).
	I-IG 15-2 (16) 126 U1 & I 115-2 (2) 126 U1	9-30-64	2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U.S. 91 - Butte West).
	I-IG 15-2 (16) 126 U2 & I 115-2 (2) 126 U2	9-30-64	Five structures. Two prestressed concrete beam overpasses. One 301 and 321 foot BA&P RY. & CMSTP&P R.R.. Three steel and concrete overpasses. One 442 and 489 foot N.P. RY. & Clark Fork. One 244 foot West Butte Interchange. (U.S. 91 - Butte West).
	I-IG 15-2 (16) 126 U3	9-30-64	2.2 miles fencing. (U.S. 91 - Butte West).
	I 115-2 (2) 126 U3	9-30-64	0.4 mile fencing. (U.S. 91 - Butte West).
	I-IG 15-2 (16) 126 U4	9-30-63	Dual 463 foot steel and concrete overpasses - N.P. RY. and CMSTP&P R.R.. (U.S. 91 - Butte West).
6	I 94-1 (5) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River. (U.S. 10 - West of Hysham).
	I 94-1 (6) 50 U1 & I 94-2 (4) 51 U1	9- 1-63	5.5 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 10 - West of Hysham).
	I 94-2 (4) 51 U2	6-30-63	One 178 foot prestressed concrete beam bridge - Underpass - Big Horn Interchange. (U.S. 10 - West of Hysham).
	I 94-1 (6) 50 U2	9- 1-63	1.3 miles fencing. (U.S. 10 - West of Hysham).
	I 94-2 (4) 51 U3	9- 1-63	[illegible].2 miles fencing. (U.S. 10 - West of Hysham).
	I 94-2 (5) 55 U1	9- 1-63	6.4 miles (4.0 miles four lane divided) grading, drain , aggregate surface, plant mix bituminous surfacing. (U.S. 10 - Southwest of Hysham).
	I 94-2 (5) 55 U2	9- 1-63	6.4 miles fencing. (U.S. 10 - Southwest of Hysham).
7	I 90-3 (11) 180	6-30-63	8.6 miles seeding and mulching. (U.S. 10 - North and South of Deer Lodge).
8	I-IG-ING 15-4 (4) 182 U5 & I 15-4 (5) 185 U3	9-30-63	4.0 miles seal coating. (U.S. 91 - Helena South).
9	I 90-7 (8) 387 U1 & I-IG 90-8 (12) 388 U1	10-30-63	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Frontage roads. (U.S. 10 - West of Columbus).
	I-IG 90-8 (12) 388 U2	9-30-63	4.6 miles grading, drain, aggregate surface, plant mix bituminous, seal coat oil. Frontage roads. (U.S. 10 - West of Columbus).
	I 90-7 (8) 387 U2 & I-IG 90-8 (12) 388 U3	6-30-63	Four prestressed concrete beam structures. One 102 foot frontage road separation. Dual 133 foot - Reed Point Interchange. One 101 foot - Berry Creek. Two 17 foot and one 21 foot concrete slab junior grade separations. (U.S. 10 - West of Columbus).
	I 90-7 (8) 387 U3	9- 1-63	5.9 miles fencing. (U.S. 10 - West of Columbus).
	I-IG 90-8 (12) 388 U4	9- 1-63	4.6 miles fencing. (U.S. 10 - West of Columbus).
	I 90-7 (11) 387 & I 90-8 (18) 388	11-29-63	10.5 miles signing and delineation. (U.S. 10 - West of Columbus).
10	I 94-7 (4) 233 U1	7-30-63	7.2 mile grade, drain, aggregate surface, plant mix bituminous, seal coat oil, fencing & weigh station. (US10-Dawson,Wibaux Co.line-Wibaux)
	I 94-7 (5) 233	5-30-63	15.2 miles signing and delineation. (U.S. 10 - Dawson, Wibaux County Line to North Dakota State Line).
	I 94-7 (4) 233 U3	8-30-63	15.3 miles seal coating. (U.S. 10 - Dawson, Wibaux County Line to North Dakota State Line).
11	I 90-1 (16) 43	6-30-63	6.7 miles seeding and mulching. (U.S. 10 - North and South of Superior).
12	I-IG 90-4 (7) 205 U1	9- 1-64	4.5 miles four lane divided, grading, drainage, cement stabilized base, aggregate surfacing and plant mix bituminous surfacing. Frontage roads, rest areas, signing and delineation. (U.S. 10 - South of Deer Lodge).
	I-IG 90-4 (7) 205 U2	6-30-64	Three prestressed concrete beam structures. One 206 foot-Anaconda Interchange. Dual 211 foot overpasses-CMSTP&P RR. (US10-So.of Deer Lodge)
	I-IG 90-4 (7) 205 U3	11-30-63	4.5 miles fencing. (U.S. 10 - South of Deer Lodge).
13	I-IG 90-2 (10) 110 U1	7- 1-64	4.3 miles four lane diveded, grade, drain, aggregate surface and plant mix bituminous surfacing. (U.S. 10 - West of Bonner East).
	I 90-2 (11) 114 U1	9- 1-64	4.9 miles four lane diveded, grade, drain, aggregate surface, plant mix bituminous surface. Frontage roads. (U.S. 10-Southeast of Bonner).
	I 90-2 (11) 114 U2	7- 1-64	4.9 miles fencing. (U.S. 10 - Southeast of Bonner).
	I-IG 90-2 (10) 110 U2	9-15-63	4.3 miles fencing. (U.S. 10 - West of Bonner East).
	I-IG 90-2 (10) 110 U3	7-31-64	Eight structures. Dual 343 foot Steel Plate Girder - Blackfoot River. Six prestressed concrete beams, dual 153 foot - CMSTP&P RR. Dual 118 foot frontage road separation. Dual 118 foot - Turah Interchange. (U.S. 10 - West of Bonner East).
	I-IG 90-2 (10) 110 U4	5-31-64	Dual 327 and 357 foot steel girder overpasses - N.P. RY.. (U.S. 10 - West of Bonner East).
	I-IG 90-2 (12) 118 U1	6-30-63	Dual 350 foot steel girder overpasses - N.P. RY.. (U.S. 10 - Southeast of Bonner).
	I-IG 90-2 (12) 118 U2	6-30-63	One 285 foot prestressed concrete beam bridge - Clark Fork. On Frontage road. (U.S. 10 - Southeast of Bonner).
14	I 90-8 (16) 437 U2	6-30-63	One 74 foot concrete bridge - B.B.W.A. Canal. On Frontage road. (U.S. 10 - East of Laurel).
	I-IG 90-8 (17) 433 U1	9-30-64	5.3 miles four lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Weigh station. (U.S. 10-Laurel East).
	I-IG 90-8 (17) 433 U2	6-30-64	Eight structures, two 364 foot steel overpasses (U.S. 212 - Laurel Interchange) six prestressed concrete beam structures, one 245 foot - County road separation, two 118 foot - Mossmain Interchange, and three 40 foot - B.B.W.A. Canal. (U.S. 10 - Laurel East).
	I-IG 90-8 (17) 433 U3	9-30-64	5.3 miles fencing. (U.S. 10 - Laurel East).
16	I 90-1 (17) 75 U1	11- 1-63	2.8 mile (1.1 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous surface. Frontage roads. (US10-Alberton West).
	I 90-2 (16) 81	9-30-64	One 879 foot welded steel plate girder bridge-Clark Fork. Dual 123 foot prestressed concrete beam bridges-Nine Mile Interchange. (U.S. 10 - East of Alberton).
	I-IG 90-2 (18) 82	11-30-64	One 981 foot welded steel plate girder bridge - Clark Fork and CMSTP&P RR.. (U.S. 10 - East of Alberton).
	I 90-1 (17) 75 U2	8-31-63	One 200 foot prestressed concrete beam underpass - Alberton Interchange. (U.S. 10 - Alberton West).
	I 90-1 (17) 75 U3	11- 1-63	2.8 miles fencing. (U.S. 10 - Alberton West).
	I 90-2 (13) 78 U1	11- 1-63	2.2 mile grade, drain, aggregate surface, plant mix bituminous surface. One 17 foot concrete slab junior grade separation. (U.S. 10 - Alberton East).
	I 90-2 (13)78 U2	8-31-63	One 123 foot prestressed concrete beam bridge - grade separation. (U.S. 10 - Alberton East).
	I 90-2 (13) 78 U3	11- 1-63	2.2 miles fencing. (U.S. 10 - Alberton East).
	I-IG 90-2 (21) 80 U1	11-15-64	4.3 mile (2.6 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous surface.Signing.(US 10 - East of Alberton).
	I-IG 90-2 (21) 80 U2	11-15-64	4.3 miles fencing. (U.S. 10 - East of Alberton).
17	I-IG 90-6 (2) 309 U1	7- 1-63	5.3 mile four lane divided, grade, drain, aggregate surface, plant mix bituminous, seal coat oil. Four prestressed concrete beam structures. Dual 113 foot overpasses-Bear Creek Interchange. Dual 128 foot overpasses-Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - N.P. Ry.. (U.S. 10 - East of Bozeman).
	I-IG 90-6 (2) 309 U2	6-30-63	5.3 miles fencing. (U.S. 10 - East of Bozeman).
	I 90-6 (2) 309 U3	10-31-63	5.5 miles signing and delineation. (U.S. 10 - East of Bozeman).
18	I 94-3 (7) 114 U4	6-30-63	4.9 miles signing and delineation. (U.S. 10 - East of Forsyth).
	I 94-3 (3) 114 U4	9-15-63	4.9 miles seal coating. (U.S. 10 - East of Forsyth).
19	I-IG 90-6 (5) 276 U1	11- 1-63	5.5 miles four lane divided, grade, drain, and one 235 foot prestressed concrete beam underpass - Three Forks Interchange. Plant mix bituminous surface on relocation of U.S. 10 - frontage roads. (U.S. 10 - East of Three Forks).
	I-IG 90-6 (5) 276 U2	11- 1-63	5.5 miles fencing. (U.S. 10 - East of Three Forks).
	I 90-6 (7) 278	9-30-63	Four prestressed concrete beam bridges, dueal 128 foot-Lower Madison road separation, dual 143 foot-Logan Interchange. (U.S. 10 - East of Three Forks).
	I 90-6 (8) 277	8-31-63	Four prestressed concrete beam bridges, dual 143 foot-Middle Fork Madison River, dual 92 foot-East Fork Madison River. (U.S. 10 - East of Three Forks).
	I-IG 90-6 (9) 276	6-30-64	Dual 735 and 624 foot prestressed concrete beam structures-CMSTP&P RR, NP RY, and Madison River. (U.S. 10 - East of Three Forks).
	I-IG 90-6 (10) 282 U1	11-15-64	5.0 mile four lane divided, grade and drain. Three prestressed concrete beam structures. Dual 158 foot-CMSTP&P RR. One 235 foot-Manhattan Interchange. (U.S. 10 - East of Three Forks).
	I-IG 90-6 (10) 282 U2	11-15-64	5.0 mile fencing. (U.S. 10 - East of Three Forks).
20	I 15-4 (9) 194 U1	9-15-63	12.7 mile (7.7 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous, seal coat oil. Dual 118 foot prestressed concrete beam overpasses-Gates of the Mountains Interchange. (U.S. 91 - North of Helena).
	I 15-4 (9) 194 U2	6-30-63	12.7 miles fencing and cattle guards. (U.S. 91 - North of Helena).
	I 15-4 (12) 207 U1	7- 1-63	3.4 mile (2.3 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous, seal coat oil. (US 91-North of Helena).
	I 15-4 (16) 194	11-30-63	12.7 miles signing. (U.S. 91 - Helena North).
	I 15-4 (17) 204	11-30-63	3.4 miles signing. (U.S. 91 - Helena North).
21	I 94-4 (12) 119 U3	6-30-63	8.6 miles signing and delineation. (U.S. 10 - West of Miles City).
	I 94-4 (9) 119 U3 & I 94-4 (8) 120 U4	9-15-63	8.6 miles seal coating. (U.S. 10 - West of Miles City).
22	I 90-8 (11) 444	11-30-63	Dual prestressed concrete beam bridges, 185 foot and 190 foot - West Billings Interchange. (U.S. 10 - Southwest of Billings).
23	I 15-4 (18) 210 U1 & I 15-4 (21) 210	11-30-64	2.1 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous surfacing and signing. (U.S. 91 - South of Wolf Creek).
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534 foot - Spring Creek Interchange, G.N. RY., and Prickly Pear Creek, dual 133 foot - Lyons Creek Separation. (U.S. 91 - South of Wolf Creek).
24	I 94-2 (6) 61 U1	9- 1-64	5.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. One 143 foot prestressed concrete beam overpass-Hysham Interchange. (U.S. 10 - Southwest of Hysham).
	I 94-2 (6) 61 U2	9- 1-64	5.6 miles fencing. (U.S. 10 - Southwest of Hysham).
25	I 15-8 (11) 383 U2	9-15-63	4.5 miles fencing. (U.S. 91 - Sweetgrass South).
	I 15-8 (11) 383 U1	11-15-64	4.5 miles (1.2 miles four lane divided) grade, drain, aggregate surface, plant mix bituminous surface and signing. One 256 foot prestressed concrete beam bridge - Sweetgrass Interchange. (U.S. 91 - Sweetgrass South).
26	I 15-1 (16) 37	4-30-63	7.8 miles seeding and mulching. (U.S. 91 - Armstead South).
	I 15-1 (11) 37 U4	9-30-63	7.8 miles seal coating. (U.S. 91 - Armstead South).
27	I-IG 15-2 (15) 118	4-30-63	4.3 miles seeding and mulching. (U.S. 91 - West of Butte).
28	I-IG 90-7 (12) 327	4-30-63	11.8 miles seeding and mulching. (U.S. 10 - Livingston West to East).
	I-IG 90-7 (9) 327 U5	9-30-63	11.8 miles seal coating. (U.S. 10 - Livingston West to East).
29	I 90-8 (15) 438	4-30-63	6.4 miles seeding and mulching. (U.S. 10 - West of Billings).

MAP INDEX NUMBER	PROJECTS	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATIC
	FEDERAL AID PRIMARY PROJECTS		
101	F 191 (19) U1	9- 1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 93 - South of Kalispell).
102	F 207 (8)	9-30-63	0.2 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - In Butte).
	F 279 (4)	9-30-63	0.5 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - Bypass - In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment. (U.S. 10A - Idaho Line East).
104	F 193 (12)	9-30-63	11.6 miles grading , drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 16 - Medicine Lake North).
105	F 157 (16) U1	6-30-63	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City).
106	F-FG 68 (12) U1	9- 1-64	2.7 mile (four lane divided) grade, drain, aggregate surface, plant mix bituminous surface.Sign and delineation.(US10A-E.of Anaconda).
	F-FG 68 (12) U2	10-31-63	Four prestressed concrete beam bridges, dual 70 foot - Clark Fork and dual 148 foot - NP RY.. (U.S. 10A - East of Anaconda).
	ROW F-FG 68 (8)	10- 1-63	2.7 miles fencing. (U.S. 10A - East of Anaconda).
	F 134 (6)	9-30-64	0.7 mile grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 212 - Laurel South).
10[illegible]	F 67 (9)	10- 1-63	1.6 miles grade, drain, aggregate surface, stabilized base surface, plant mix bituminous, seal coat oil.(US 91 - Main Street in Conrad).
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling. (U.S. 87 - Northeast of Great Falls).
110	U F 296 (15) U1	10- 1-63	[illegible].2 miles (0.8 mile four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 3 - Billings Northwest).
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage and surfacing. (U.S. 2 - East of West Glacier).
112	F 26 (7)	4-30-63	1.6 miles seeding and mulching. (U.S. 87 - Grass Range North).
	F 103 (11)	4-30-63	7.6 mile seeding and mulching. (U.S. 191 - Roy East).
	F 333 (30)	4-30-63	21.5 miles seeding and mulching. (Montana 19 - Grass Range Junction North).
	F 333 (32)	4-30-63	3.9 miles seeding and mulching. (U.S. 191 - Roy Junction North).
	F 26 (6) U2	8-30-63	1.6 miles seal coating. (U.S. 87 - Grass Range North).
	F103 (10) U2	8-30-63	7.6 miles seal coating. (U.S. 191 - Roy East).
	F 333 (27) U3	8-30-63	9.7 miles seal coating. (Montana 19 - Grass Range Junction North).
	F 333 (28) U2	8-30-63	3.9 miles seal coating. (U.S. 191 - Roy Junction North).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191 - North of West Yellowstone).
114	FHP 32 1 (1) *	1963	26.9 miles plant mix bituminous surfacing. (U.S. 89 - South of Neihart).
115	U FG 228 (16)	11-30-63	1.5 mile grade, drain, cement stabilized base, aggregate surface, concrete pavement, plant mix bituminous, seal coat oil. 1 concrete underpass - NP RR. (U.S. 10 - in Billings).
116	F 238 (8) U1	6-30-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F 238 (8) U2	6-30-63	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
117	ROW F 28 (3)	6-30-63	5.8 miles fencing. (U.S. 87 - South of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 87 - South of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile (0.1 mile four lane divided) grade, drain, aggregate surface, plant mix bituminous surface. (U.S. 87 - Bypass - Great Falls No).
	U FG 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement. Two concrete underpasses - GN RY. and Smelter Avenue. (U.S. 87 - Bypass - Great Falls North).
119	F 235 (25)	10-15-63	7.5 mile grade, drain, aggregate surface, plant mix bituminous surface. One 81 foot prestressed concrete beam bridge - Otter Creek. (U.S. 87 - West of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87 - West of Stanford).
120	F 114 (5)	9- 1-64	2.4 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U2	6-30-63	One 173 foot prestressed concrete beam overpass - NP RY. (U.S. 10A - Northwest of Missoula).
	F FG 219 (16) U1	10-30-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 10A - Northwest of Missoula).
122	U 112 (3), U 229 (15) & U 235 (32)	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 30 foot concrete slab bridge - Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20) U1	9-1 -63	7.3 miles (2.5 miles grade and drain) aggregate surface, plant mix bituminous and seal coat oiling. (U.S. 93 - North of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding and mulching. (U.S. 93 - North of Polson).
124	F 260 (7) & F 353 (8)	8-15-63	5.3 miles grading, drainage, aggregate surface, plant mix bituminous and seal coat oiling. (U.S. 2 - West to East of West Glacier).
125	F 13 (6) U2	7-30-63	4.0 miles seal and cover oiling. (U.S. 89 - Livingston South).
126	FHP 43-1 (1) *	1963	5.8 miles grading, drainage, aggregate surfacing and bituminous surface treatment. (U.S. 89 - North of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding and mulching. (U.S. 10 - North of Deer Lodge).
128	F 43 (15) U2	7-30-63	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).
	F 43 (18)	4-30-63	1.9 miles seeding and mulching. (Montana 43 - West and East of Ralston).
129	F 217 (12) U2 & F 217 (13)U2	7-30-63	24.0 miles seal and cover oiling. (U.S. 89 - South to North of Emigrant).
130	F FG 215 (7)	6-30-63	0.3 mile four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - CMSTP&P RR, and Clark Fork. (U.S. 93 - In Missoula).
131	F 185 (7)	4-30-63	0.3 mile seeding and mulching. (U.S. 10 - West of Livingston).
	F 185 (6) U2	9-15-63	0.3 mile seal coating. (U.S. 10 - West of Livingston).
132	F 217 (15)	4-30-63	2.7 miles seeding and mulching. (U.S. 89 - North of Gardiner).
133	F 153 (8)	10- 1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 2 - East of Dodson).
134	F 176 (7)	7-30-64	5.3 miles grading, drainage, aggregate and plant mix bituminous surface. (Montana 20 - East of Simms).
135	F 42 (1) U3	9-15-63	9.2 miles seal coating. (Montana 43 - Wisdom West).
136	F 214 (3) U2	9-15-63	1.0 mile seal coating. (U.S. 12 - In Helena).
137	U 257 (14) U2	6-30-63	Traffic signals, signs and highway lighting on Idaho Street. (U.S. 2 - in Kalispell).
138	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing and plant mix surfacing. (U.S. 89 - Northwest of Browning).
	FHP 13-3 (1) *	1963	4.1 mile grade, drain and base. One 60 foot reinforced concrete bridge-Bear Cr. One 26 Ft. concrete slab bridge-Devil Cr.(US2-SW-E.Glacier).
	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - South of Belfry).
	F 86 (20) U2	8-30-63	0.8 mile seal coating. (U.S. 312 - Miles City South).
142	F 315 (16) U1	9-30-63	11.4 miles grading, drainage and aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
	F 315 (16) U2	10-30-63	One 133 foot prestressed concrete beam bridge - Nelson Creek. (Montana 24 - Southeast of Fort Peck).
143	F 156 (10) U2	8-30-63	2.6 miles seal coating. (U.S. 312 - South of Miles City).
	F 156 (11) U3	8-30-63	10.6 miles seal coating. (U.S. 312 - South of Miles City).
144	F 84 (30)	9-15-63	10.9 miles seal coating. (U.S. 2 - Bainville East).
	FEDERAL AID SECONDARY PROJECTS		
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River. (Southwest of Garland).
202	S 131 (3) U1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady).
203	S 236 (8)	6-30-64	1.2 miles grading, drainage, and aggregate surfacing. One 562 foot riveted plate girder bridge. (North of U.S. 10 & Montana 47).
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (East Helena, Southerly).
	S 412 (3)	9- 1-63	3.7 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East Helena, Southerly).
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Wyoming Line North - South of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (Southwest of Billings).
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (South of Troy).
208	S 264 (3)	6-30-63	5.3 miles grading, drainage and aggregate surfacing. (Northeast of Van Norman).
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage and base. Raising of three timber bridges - Lolo Creek. (U.S. 12 - Lolo to Idaho State Line).
210	S 325 (1) U1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing. (Northwest of West Yellowstone).
212	S 290 (12)	7-31-63	1.7 mile grade, drain, aggregate surface, plant mix bituminous, seal coat oil. One 708 ft. riveted plate girder bridge-Missouri River. (Fort Benton Southeast).
213	S 266 (4)	10- 1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Browning).
	ROW S 266 (2)	6-30-63	10.5 miles fencing. (North of Browning).
214	S 65 (6)	10- 1-63	4.9 miles grading and drainage. One 245 foot prestressed concrete beam bridge - Swan River. (South of Big Fork East).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (West of Wilsall).
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling. (West of Wilsall).
216	S 159 (4)	9- 1-63	7.5 miles (partial grading) drainage, aggregage surfacing, and plant mix bituminous surfacing. (Dodson South).
217	S 304 (8)	9-30-63	7.4 miles (0.8 mile grading) aggregate and plant mix bituminous surfacing. (Galen Southwest).
218	S 316 (7)	9-30-63	0.4 mile grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter. (In Cut Bank).
219	S 85(00)U1 & S 85(3)U1	7-31-64	12.0 miles grading, drainage and aggregate surfacing. (Armstead West).
	S 85(00)U2 & S 85(3)U2	11-31-63	Three prestressed concrete beam bridges. One 92 foot and 71 foot-Horse Prairie Cr. One 71 foot-Medicine Lodge Cre. (Armstead West).
220	S 28 (7) & S 28 (8)	7-15-64	8.8 miles grading, drainage, and aggregate surfacing. (McLeod Southwesterly).
221	S 129 (8)	11-15-63	7.0 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Rapelje South).
222	S 259 (2)	7-15-63	9.0 mi. grade, drain, aggregate surface, plant mix bituminous, seal coat oil.One 38 ft. treated timber trestle bridge-Sand Cr.(NE-Forsyth).
223	S 290 (16) & S 307 (12)	10-15-63	4.9 miles grade, drain, aggregate surface and plant mix bituminous surface. Widen three timber bridges. (North of Geraldine South).
224	S 2 (15) U1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Helena).
225	S 68 (5) U1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Hilger).
226	S 213 (4)	9-30-63	0.9 mile grading, drainage, aggregate surfacing and plant mix bituminous and seal coat oiling. (East of Butte).
227	S 326 (4)	10-15-63	5.1 miles grading, drainage and aggregate surface. One 102 foot prestressed concrete beam bridge-Otter Cr. (East of Ashland South).
228	S 361 (12)	10-15-63	6.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Girard West to East).
229	S 49 (7) U2	8-30-63	9.0 miles seal coating. (White Sulphur Springs Northwest).
230	S 12 (9)	6-30-63	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlem North).
231	S 6 (4) U2	9-15-63	7.0 miles seal coating. (North of Townsend).
232	S 339 (9) U1	6-30-63	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Chester).
233	S 291 (6) U2	9-15-63	5.4 miles seal coating. (North of Avon).
234	S 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).
235	S 9 (9) U2	5-30-63	[illegible].5 miles seal and cover oiling. (Southeast of Boulder).
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Whitefish North).
237	S 330 (1) U2	9-15-63	2.5 miles seal coating. (East Helena Southwest).
238	S 66 (2) U2	7-30-63	1.2 miles seal and cover oiling. (Emigrant Southeast).
239	S 273 (3) U2	7-30-63	0.8 mile seal and cover oiling. (Northeast of Emigrant).
240	S 13 (5) U2	9-15-63	5.3 miles seal coating. (Rudyard North).
241	S 82 (1) U2	9-15-63	5.9 miles seal coating. (Choteau North).
[illegible]	S 290 (13) U2	9-15-63	9.5 miles seal coating. (North of Geraldine).
	S 301 (6) U2	9-15-63	5.0 miles seal coating. (North of Havre).
	S 136 (2) U2	8-30-63	10.6 miles seal coating. (Belfry South).
[illegible]	S 260 (3) U2	8-30-63	11.4 miles seal coating. (Lodge Grass Southwest).
246	S 73 (4) U2	8-30-63	8.4 miles seal coating. (East of Reserve).
247	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing. (North of Galata).
248	S 402 (3)	9-15-63	7.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Culbertson).
249	S 237 (2) U2	8-30-63	13.4 miles seal coating. (Nashua North).
250	S 121 (4)	11-15-63	11.6 miles (1.0 grade and drain) aggregate and plant mix bituminous surfacing. (Utica to Hobson).
	OFF-SYSTEM PROJECTS		
301	FHP 2 A2, B2, 12 A2 *	1963	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).
303	R AD 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).
304	FHP 59-2(1)&FL 59(1),(2) *	1963	8.7 miles grading, drainage, aggregate and plant mix bituminous surfacing. (South of Red Lodge).

* Bureau of Public Roads Projects

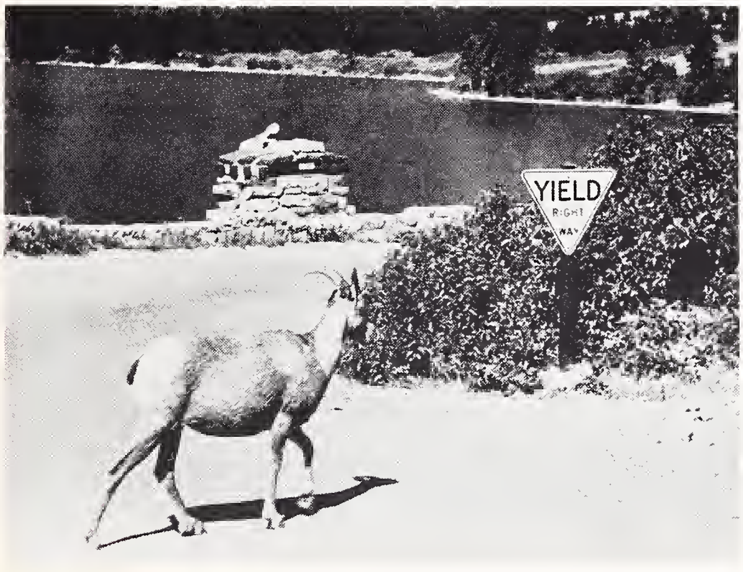
UNIFORM SIGNING (Continued from page 4)

Proper and improper methods of signing will be demonstrated, and the new signing standards will be explained by a representative of the Traffic Engineers Division.

The meeting schedule is as follows:

Missoula—Monday, May 27; Kalispell—Tuesday, May 28; Great Falls—Wednesday, May 29; Havre—Monday, June 3; Wolf Point—Tuesday, June 4; Glendive—Wednesday, June 5; Miles City—Thursday, June 6; Billings—Friday, June 7; Bozeman—Monday, June 10; Lewistown—Tuesday, June 11; and Butte—Wednesday, June 12.

All meetings at 2:00 p. m.



A native Montanan studies an outdated sign. This Mountain Sheep appears to be questioning the Yield Right of Way sign.

This sheep, in Glacier Park, is no doubt aware that the recent Legislature authorized the Department to eliminate all but the '*Yield*' on the signs.

INTERSTATE MILEAGE ADDS UP

A late progress report from the Bureau of Public Roads, shows that as of March 31, 14,500 miles of the Interstate Highway System are now open to traffic, and another 4,700 miles is presently under construction.

According to this report, Montana ranks 30th in total completed mileage now open to traffic, with 205 miles being completed.

Montana has 111.9 miles under construction at present and ranks 14th in the nation in this category. Montana ranks 13th nationally in total mileage in engineering and right-of-way, with 290.1 miles.

Accoring to the quarterly report of the Bureau of Public Roads, California, with 1,125 miles and Texas, with 911.5 miles lead in miles of Interstate in engineering and right-of-way stages. Other western states and their right-of-way and preliminary engineering mileage are: Arizona, 329; Colorado, 235; Idaho, 220; Nevada, 177; North Dakota, 85.7; Oregon, 59; South Dakota, 176; Utah, 268; Washington, 217; and Wyoming, 85.

We wish to commend the Montana Federation of Business and Professional Women's Club for their *Driving Pledge.* It would be a good rule for ALL drivers to abide by.

"BE YOUR BROTHER'S KEEPER"

1. I will drive in an alert, courteous, and sane manner.
2. I will always operate my vehicle at a safe speed and at no time will I take risks.
3. I will not drive when my senses and ability are affected by liquor, drugs, emotion, drowsiness, illness, or otherwise.
4. I will be ever-cautious toward pedestrians keeping in mind that I, too, am often a pedestrian.
5. I will be tolerant toward other drivers.
6. I recognize that my right to drive a vehicle upon the streets and highways is a privilege that must be shared with others and not abused.
7. I will obey all traffic laws, signs, and signals.
8. I will never insist on my right-of-way or other traffic rights when by my extending or granting the same right to the other driver or pedestrian, I may prevent an accident or injury.
9. I will keep my vehicle in a safe and proper working condition at all times.
10. Above all, in my driving, I pledge that I will—

    "Do Unto Others as I Would Have Others Do Unto Me."

A SALUTE TO VIRGINIA CITY

One hundred years ago, a booming gold mining camp on Alder Gulch in Southwestern Montana became Virginia City. Some historians credit the naming of Virginia to be in honor of the wife of Jeff Davis, president of the Confederate States of America.

The discovery of gold was made on May 26, 1863 by Bill Fairweather, Henry Edgar, Barney Hughes, Mike Sweeney, Harry Rogers and Tom Cover, and within months an estimated 35,000 people had moved into the area. Virginia City is no ghost town, but is still a real live town with gold still being mined in the area, and many of the original stores having been restored in authentic 1860 furnishings and supplies by Senator Charles Bovey, chairman of the Senate Highway Committee.

Virginia City became the terminus of several of the early roads that have since grown to be the major highways of Montana.

The Corinne Road (U.S. 91 or Interstate 15) became the major road to the gold fields from the Overland Trail, the telegraph and the pony express. The Bridges road and the Bozeman Trail (Interstate 90) broke away from the Oregon Trail near Laramie and came up through hostile Indian territory to bring gold seekers and settlers to Montana, while the newly finished Mullan Trail from Walla Walla to the Hellgate (Missoula) brought many people in. The route from Fort Benton to the gold fields also was heavily traveled.

We wish you a Happy Birthday, Virginia City!

ROADSIDE REST AREA IN CONTRACTS

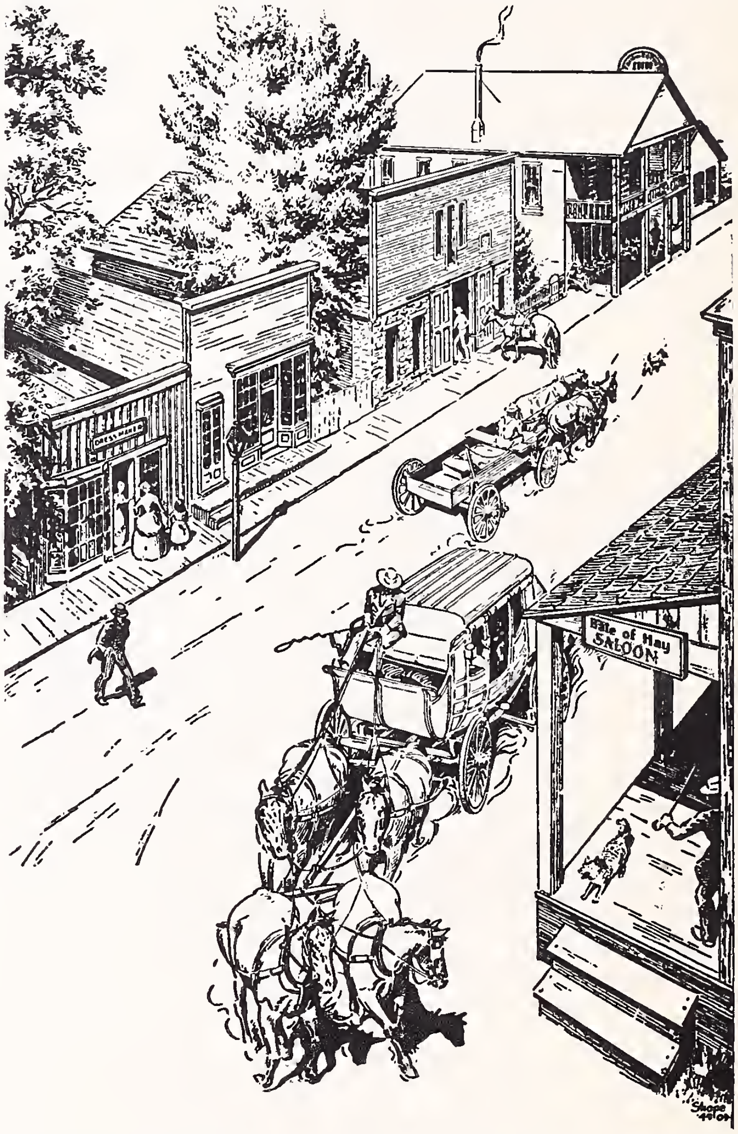
To add to the comfort and pleasure of traveling on Montana's Interstate highways, many roadside rest areas have been planned, and have been on the drawing boards for some time.

Two of these are included in the contracts to be awarded in May. It is located just north of Shelbyof Shelby on Interstate 15.

The contract for leveling and the access road will be included in the general contract, with the tables and other features to be awarded to contract at a later date.

The Bureau of Public Roads will participate in the purchase of land and in the leveling and access, but the water, rest rooms, tables and fireplaces will be put in at state expense. Rest stops will be located generally not more than 50 miles apart on the Interstate.

HAPPY BIRTHDAY TO VIRGINIA CITY



This sketch of Virginia City by Shorty Shope, shows how the main street of that town looked about 1865. The Bale of Hay Saloon, and Fairweather Inn are both still in business, and appear today much like they do in the sketch. The stage coach still operates, and can be seen on the street every day during the summer season.

NEWS FROM THE DIVISIONS

Great Falls

Several of our neighboring states continue to have an affinity for the personnel trained by the Montana Highway Department. D. W. Poole resigned as Project Engr. on the Wolf Creek Interstate and accepted a similar position with the Washington State Highway Department. He will be working with ex-Montana Rodman Chuck Burnham who resigned and joined them several months ago. Larry Sayre, formerly of the Great Falls R/W Dept. felt he couldn't resist more money and is now employed by the Alaskan Highway Dept. in their R/W Dept.

The Great Falls men who participated in the recent bowling events in Helena wish to take this opportunity to congratulate all those responsible for a very well organized and managed tournament. Our hats are off to these directors, we sincerely appreciate your enthusiasm and efforts.

In spite of the "old Pro" (Sonny Farry) blowing the 10th frame, he and his partner Larry Sayre won the doubles. It may be noted here that B. B. Briscoe and Dale Moore were somewhat behind—placing third. Also finishing in the doubles were S. Newton, D. Hinman, M. Brackney, F. Robinson, G. Paul, D. Slayton, N. Bixby, N. Morrison. In the team events Johnson's Jugglers and Briscoe's Brats placed in the money. Great Falls is most happy with their share of the loot and prizes. We have quite a bowler in G. Paul, who placed in the singles, doubles and all-events.

Great Falls has been selected as the site for the next year's tournament and we guarantee all of you—you can't lose your money to a nicer group of fellows! See you all next year.

A most pleasant side effect of the Lenten season is the trim appearance of our secretaries. Whatever value was gained in Higher places by Lenten fasting will have to be considerable because the results evident here on earth are not bad! Incidently, isn't it a shame that whenever you spot a desirable Babe, chances are that either she is married—or you are?

Bozeman

Congratulations are in order for the Dale Gibsons who are the proud parents of a baby girl born March 25, 1963. The little gal weighed 8 lbs. 2 oz. and is named Toni Kay.

Believe it or not, an NE (non-essential) has stacked up enough chips to retire at a relatively young age. The Bozeman Division's "Voice of the Air," Charlotte S. Koch has retired from the Department after ten years of loyal service. A dinner-dance party was given in her honor by fellow members at the Riverside Country Club in Bozeman. Mr. Gunwald Brenden was acting Master of Ceremonies. A short speech was also made by Mr. George A. Barrett, Division Engineer. Mrs. Koch was presented with a Sterling Silver plate engraved with her name. We all wish her lots of luck and are going to miss her.

Florence Hulbert is now the communications operator in the Bozeman Division.

We also have a new member on the office staff at Bozeman. Mrs. Edna M. Osborn has been with us beginning April 17, 1963.

From the Lab. Department, Mr. Harry Waltenbaugh and family are spending a three-week vacation in Arizona.

Sectionman Austin Bailey is home from the hospital after undergoing major surgery. His fellow workers hope to see him on the job again soon. Also, Mr. Tom Watt is back on the job following an illness which kept him in the hospital for a few days.

We would like to congratulate Raymond W. Esp who has recently been promoted to a Project Engr. and is presently located at Big Timber. Congratulations also to Mr. Ed Wilson who was promoted to Instrumentman.

The Bozeman Division is proud to say that we had a perfect attendance at the Construction Seminar held April 2, 1963.

We had some happy boys return from the bowling tournament in Helena. Mr. "Swede" Jensen took third place in the "All-Event." Mr. Bill Ford and Mr. "Swede" Jensen won second place in the Doubles.

Glendive

Last word received concerning recovery of Dean V. Borgen, who recently suffered extensive injuries in an automobile accident, is that he is coming along very well, much better than expected in such a short length of time, and they are planning, if they have not done so already, of completing an operation placing a steel pin or rod in Dean's leg and resetting bone structure in his entire leg to help the healing get along better. We were also told that he would be given privilege of sitting up in a wheel-chair a little every day and probably is a veterin in operating this vehicle by now. We also understand that he is very steadily regaining his strength and all of the employees hope his now progressive and steady recovery will continue and bring him back into our midst again real soon. We also understand that he has now seen his new son and has a very bad case of popping buttons over the new arrival, but guess this is one bad habit we cannot forbid a new father and know that he is more than anxious to get home and be able to enjoy the little fella.

Well, our Circle boys bowling team surely gave the state competing teams a real run for their money again this year and at least managed to come in a very close second in the recent bowling tournament held in Helena, even though they had their caps set for the first and All-Events places again. We do, however, extend our congratulations to the winning team who won this year's traveling trophy but we have it straight from the Circle boys that they are already thinking ahead to next year and warn everyone that they are going out real strong for that traveling trophy again.

Congratulations are in store for Mike Kelly who has been advanced to Project Engr. and to Arnold A. Mohl, who advanced to Instrumentman position, and we also have two new employees, Kenneth R. Sampson and K. O. Overlie who have joined our engineering roster and we extend a welcome to both of these men.

We now have a task that we do not enjoy at any time and that is to say goodbye to an old employee who has been with us for a very long time. Ralph E. Scott has taken his walking papers and decided to retire from our Maintenance Department due to ill health. He has been employed since 1943 and has worked as skilled operator and gas distributor during the years he worked for the state. We understand he has purchased a small 15-ft. trailer house and he and his wife plan on spending summer days traveling around leisurely fishing and enjoying the sun and lazy life. We all extend a very hearty farewell and hope he will enjoy his retirement and think of us hard working people often, who have many years to go, and pop in and visit us once in awhile in between his travels.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

4

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